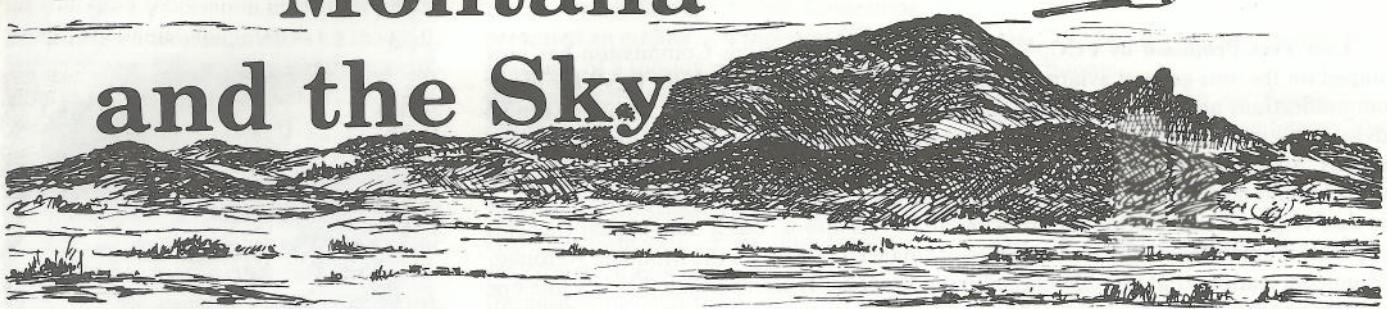


Montana and the Sky



Vol. 37, No. 8

MONTANA AERONAUTICS DIVISION

August 1986

MONTANA STUDENT WINS REGIONAL ESSAY CONTEST

Sandi Jean Sutherland, Fairfield, has been announced the regional winner in the junior division (grades 7 - 9) of the 1986 Aviation Awareness Essay Contest. She received the regional award after first having won the state contest for her division. State winner in the intermediate division (grades 4 - 6) was Kelly Cronk, Harlem. Sandi Jean is the daughter of Mr. and Mrs. Sid Sutherland of Fairfield. Kelly is the son of Mr. and Mrs. Lee Cronk of Harlem.

The Aviation Awareness Contest was sponsored by the Federal Aviation Administration and the National Association of State Aviation Officials and was administered by the Montana Aeronautics Division. The contest was offered through the schools, and state winners were then entered in regional competition. Sandi Jean was the winner in the Northwest Mountain Region.

In a special ceremony at the office of Montana Governor Ted Schwinden on July 14, Sandi Jean and Kelly were presented by

the Governor with framed Certificates of Achievement.

The Montana Aeronautics Division gave each youngster an orientation flight from their homes to Helena for the presentation ceremony and presented each of them with a pilot's log book and a certificate for one hour of flight instruction.

Jim Houghton, manager of the Airports District Office of the FAA in Helena, presented each winner with a certificate and a trophy on behalf of the FAA. Sandi Jean also received a special bound certificate, a trophy, and an introductory flying lesson as regionel winner.

The American Association of Airport Executives provided a \$100 U.S. Savings Bond to each of the regional winners. Hugh Kelleher, manager of the Helena Regional Airport, made the presentation to Sandi Jean on behalf of the AAAE.

Also present at the ceremony in the Governor's office were Mike Ferguson, administrator of the Montana Aeronautics

Division, and Fred Hasskamp, chief of the Montana Aeronautics Safety and Education Bureau.



Kelly Cronk, Harlem, is congratulated by Governor Schwinden.



Fred Hasskamp signs pilot logs for Sandi Jean and Kelly just before they leave Helena after the presentation ceremony.



Sandi Jean Sutherland receives a \$100 U.S. Savings Bond from Hugh Kelleher, representing the American Association of Airport Executives. The AAAE presented each regional winner with a savings bond. Also pictured are Jim Houghton, FAA, and Governor Schwinden.

Administrator's Column

User Fees Proposed by FCC. The Federal Communications Commission has now jumped on the anti-general aviation bandwagon and is proposing "user fees" for many communications and navigation facilities. A \$60 fee is being proposed for aeronautical advisory stations, aeronautical enroute stations, flight test stations, aviation instruction stations, airport control stations, aeronautical utility mobile stations, radio navigation land and land test stations, and automatic weather observation stations. I have not had the time to get an explanation on just what all of this means, but it does appear that this proposal, if approved, will have a significant financial impact on the Montana Aeronautics unicom stations and non-directional radio beacons. It seems to me that it's just one fee after another - and where does it end? The answer is, of course, when we, the pilots and aircraft owners, quit flying and get rid of our aircraft. Again, it's important to communicate with our Montana Congressional delegation.

* * * * *

Aviation Users Trust Fund. I am pleased to learn that the House Public Works Committee recently approved removing the Aviation Users Trust Fund money from the "unified" budget which, if approved by the full House, will exempt this money from the federal budget cuts imposed by the Gramm-Rudman-Hollings legislation. This issue was narrowly defeated last year by a 222-205 vote, so if you agree that we need to get our Aviation Users Trust Fund money freed from being held hostage by the administration in order to falsely make the federal deficit look better, be sure to take the time to make your views known to our Montana Congressmen Pat Williams and Ron Marlenee.

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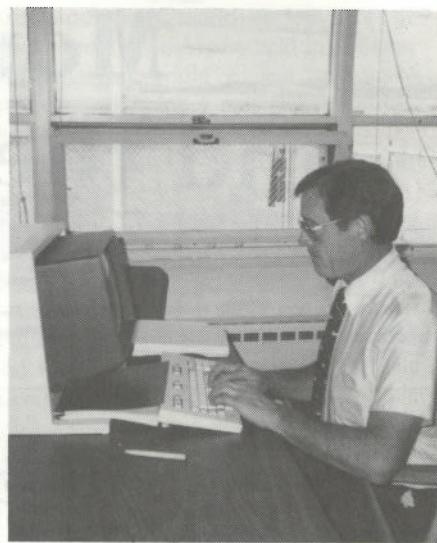
Loran C. I am pleased to learn that the House Appropriations Committee has approved \$43 million for expansion of the Loran C network. This money is to be primarily used to install five new transmitter stations in the mid-continent gap. The committee also approved \$5 million for additional ILS installations and disapproved any funding for the FAA's planned microwave landing system (MLS) program. The FAA's program would have eliminated any new ILS installations and instead forced a changeover to the microwave landing system. This, of course, would have burdened the general aviation owners with the tremendous expense of installing new MLS receivers in their airplanes.

* * * * *

Large Aircraft Registration Markings. In response to a request from the U.S. Customs Service, the FAA has sent out a Notice of Proposed Rule Making (NPRM) which would require that all aircraft penetrating an Air Defense Identification Zone (ADIZ) or a Defense Early Warning Identification Zone (DEWIZ) have: 1) twelve inch high N-numbers displayed on each side of the aircraft; 2) identification data plates displayed near the right rear-most entrance door or on the fuselage near the tail; 3) an FAA Form 337 for extended range fuel tanks installed inside the cabin. The main purpose for this change is the urgent need to increase the effectiveness of drug interdiction programs to stop the flow of illegal drugs into the United States. It appears that this requirement will not affect aircraft operating within the U.S., but it appears to me that it will affect U.S. aircraft returning to the U.S. from Canada and Mexico. If you wish to obtain a copy of the FAA/NPRM (Docket No. 25033), write to the FAA Office of Public Affairs, Attention: Public Inquiry Center, APA-430, 800 Independence Avenue, S.W., Washington, D.C. 20591 or call (202) 426-8056.

* * * * *

Schafer Meadows. I wish to take this opportunity to thank everyone who pitched in and worked so hard during our annual Schafer Meadows Work Session/Fly-In. A great deal of work was accomplished in a short time. Poles were cut and bark peeled, holes were dug and new posts were set, the new rail poles were installed, the drainage ditch was cleaned, rocks were picked, new windsocks were installed and standards greased, campgrounds were cleaned, nails and wires were removed from trees, and one table/bench was repaired and repainted. A special thanks also goes to U.S. Forest Service staff at Schafer Meadows - Chuck Neal, Forester, Don Hauth, Forestry Technician, and Dick Lavanway, Forestry Technician - for their hard work and support.



Montana and the Sky

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DEPARTMENT OF COMMERCE
Ted Schwinden, Governor
Keith Colbo, Director

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Air Service Meeting Held In Denver

Assuring continued air service to small, rural communities was the topic of discussion at a meeting in Denver on July 23 - 24 when representatives of several states met to discuss essential air service.

Arranged by the Western Governors' Association and sponsored by the National Association of State Aviation Officials, the meeting brought together interested officials from Montana, Nebraska, North Dakota, South Dakota, Minnesota, Michigan, Texas, Wyoming, and Colorado. Attending from Montana were John Rabenberg, chairman of the Montana Governor's Essential Air Service Task Force, Fred Lark, Montana Aeronautics Board representative on the EAS Task Force, Richard O'Brien, Montana Chamber of Commerce representative on the Task Force, and Mike Ferguson and Martha Kurtz, Montana Aeronautics Division.

Federal subsidy was guaranteed for certain essential air service points through 1988 as a result of the Airline Deregulation Act of 1978. At the present time, 148 cities in 36 states are served through subsidized air service.

The discussion at the Denver meeting centered around the question of whether an effort should be made to retain some sort of subsidized service after the sunset of the present program in 1988 and, if such a program should be retained, what form it should take.

It was felt that scheduled air service is as essential to the economic well being of the smaller communities as it is to larger areas and that an effort should be made to continue a subsidy program. The Minnesota Aeronautics Division and the Minnesota

Local Airline Service Action Committee presented an outline of a proposal for continuation of a subsidy program. In essence, the proposal could call for the federal Department of Transportation to enter into a contract to provide subsidized service to each currently subsidized EAS point with some basic guidelines such as size of aircraft, frequency of service, hub location, etc. States/cities wanting features beyond the basic contract (extra round trip, advertising/promotion requirements, etc.) could request that such be included in the contract if they agreed to pay for at least part of the subsidy for the special features.

At their meeting in early July, the Western Governors' Association issued a statement which recognized the importance of air service to small communities, urged Congress to retain the current subsidy program through to its 1988 expiration, and directing its staff to work with its member states, congressional delegations, and appropriate national associations toward the continuation of an essential level of air service to small communities.

The Denver group suggested some minor changes to the original proposal. This proposal will be rewritten. It will then be distributed to officials in all the states affected by the essential air service and will be brought before the annual meeting of the National Association of State Aviation Officials in September. If the proposal is accepted by the affected states and organizations, it will be submitted to the Congress in the form of essential air service legislation.

A meeting of the Montana Governor's EAS Task Force will be held in the near future to discuss the proposal.

CALENDAR

Aug. 23 - 24 - Big Sky International Air Show, Billings.

Sept. 11 - 14 - Reno Air Races.

Sept. 19 - 21 - Mountain Search Pilot Clinic, Kalispell.

Oct. 10 - 11 - Montana Flying Farmer Convention, LaHavre Inn, Havre.

Oct. 29 - Nov. 1 - AOPA Convention, San Antonio, Texas.

Feb. 18 - 21, 1987 - Montana Statewide Aviation Conference, Missoula.



EAS issues are discussed by Richard O'Brien (left) Montana Chamber of Commerce representative on the Montana Governor's EAS Task Force, and John Auer, director of the Nebraska Department of Aeronautics.



Fay Smith, Marilyn Strand, and Sandy Palmer wield the broom and shovel (????) in preparation for the airplane rummage sale put on by the Flathead Hangar of the MPA on July 12. While cold, windy weather kept attendance down, those who did make it enjoyed the day.



Listening to discussion at the EAS meeting in Denver are (from left) John Rabenberg, chairman of the Montana EAS Task Force, Dean Gretschmann, South Dakota, Joe Nehl, manager of Worland Airport in Wyoming, and Fred Lark, Montana Aeronautics Board.

SCHAFFER MEADOWS

July 18 - 20, 1986



New fence posts were hauled to the airstrip in the A-36.



The drainage ditch gets cleaned out - some folks are very good with a shovel!



Lots of strong volunteers make short work of post hole digging.



Don Hauth, forestry technician at Schafer Meadows, (dark shirt) lends a hand with removal of an old fence post.



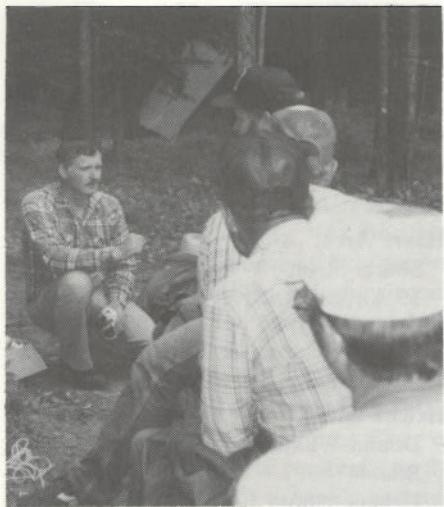
The pole skinning crew gets a helping hand from John Denny a forester from Kalispell who flew in for the work session.



"City slickers" and country boys (and girls) all worked together and did a good job with fence building.



Part of the crew reconstructs a broken picnic table.



Chuck Neal, forester at Schafer Meadows, discusses campground plans with a group of campers.



The old fashioned fence post hauler, with forestry technician Dick Lavanway at the controls, trudges by the modern fence post hauler.



The fencing crew pauses to be recorded for posterity.



Cleaning the campground also included pulling nails from trees.



Everyone gets into the act in campground cleanup.



Larry Larson and Herb Sammons provide some of the evening entertainment.

Mecklenburg Sweeps Soaring Contest

By: Bill Merrick
Bozeman

Greg Mecklenburg of Bozeman won all 15 meter events at the Region 8 Soaring Contest held recently at Ephrata, Washington.

The contest, sponsored by the Seattle Glider Council, was delayed by weather the first three days of the six-day event. Mecklenburg won the first contest day with an average speed of 41.25 miles per hour over a 125 mile prescribed course flying his Mini-Nimbus sailplane.

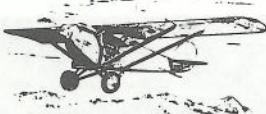
Day two of the contest turned out to be a distance day as weather prevented all contestants in the 15 meter class from finishing the 160 mile task. Mecklenburg turned in the best distance by flying 125 miles.

Saturday, the final day, was a 140 mile triangular course, and Greg completed the task in under three hours with an average speed of 35 miles per hour.

The Soaring Contest involved three classes of gliders: standard, 15 meter, and sport class. Placing in the 15 meter class qualified Mecklenburg for the National 15 Meter Soaring Championship held in Uvalde, Texas, August 5 - 14.

Fifteen meter sailplanes have a wing span of 15 meters (49 + feet). The Nimbus weighs 500 pounds empty and 950 pounds loaded with pilot and 280 pounds of water ballast.

Greg Mecklenburg is president of Sunbird Aviation, a fixed base operation on Gallatin Field.



MOVING???

Each time a newsletter must be returned to us because of a wrong address, we pay the post office 25¢. Returning charts and directories costs us even more. If you are moving, please take a little time to fill out the form below and mail it to us. It'll save both time and money!

NAME (Please Print) _____

NEW ADDRESS _____

NEW PHONE NUMBER _____

EXAMINERS LISTED

Hamilton Area:
Lonnie Roberts
Box 948
Hamilton 59840
363-3833

Havre Area:
Sharel Stroh
35 Airport Road
Havre 59501
265-5212

Helena Area:
Donna Wilhelm
Box 4474
Helena 59604
458-5888

Helena Area - A&P Only:
Harold Keilman
Box 564
East Helena 59635
442-0051 or 227-5806

Kalispell Area:
Ken Byers
Route 7, 1667 Stag Lane
KalisPELL 59901
755-0714

Miles City Area:
Joe Ugrin
Box 656
Miles City 59301
232-1354

Missoula Area:
Don Gaul
106 Cove Court
Missoula 59801
251-4863

Polson Area:
John Stene
Box 559
Polson 59860
883-6244

Gillette Area:
Jay Lundell
3225 W. Lake St.
Gillette 82716
(307) 682-1335

Worland Area:
Gerald Hyatt
1832 Sage Lane
Worland 82401
(307) 347-6138

Traffic Pattern Safety

By: Fred Hasskamp, Chief Safety and Education Bureau

According to the current Airman's Information Manual (AIM), "At most airports and military air bases, traffic pattern altitudes for propeller driven aircraft generally extend from 600 feet to as high as 1,500 feet above the ground. Also, traffic pattern altitudes for military turbojet aircraft sometimes extend up to 2,500 feet above the ground. Therefore, pilots of enroute aircraft should be constantly on the alert for other aircraft in traffic patterns and avoid these areas whenever possible. Traffic pattern altitudes should be maintained unless otherwise required by the applicable distance from cloud criteria (FAR 91.105)."

Most mid-air collisions have occurred near airports in good VFR weather. For that reason, we should all make it a point to fly a normal traffic pattern at non-tower controlled fields and provide accurate position reports on the proper radio frequency if your aircraft is radio equipped. The only exception to this would be a few of the backcountry airstrips at which terrain requires special approach and departure procedures.

The traffic pattern altitude at most general aviation airports is 800 feet AGL or 1,000 feet AGL depending on local rules. When approaching an airport, it is recommended that the pilot be at pattern altitude before actually entering the traffic pattern. This will put all aircraft in that pattern at the same altitude, which will make it easier to see and avoid.

The recommended entry and departure of traffic pattern is depicted below. If you

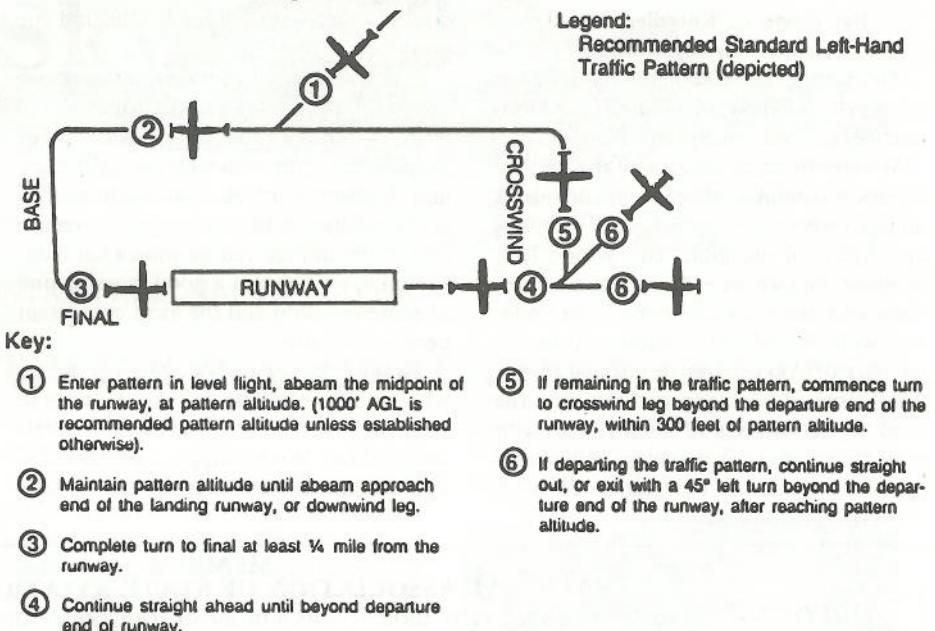
New Unicom at Canyon Ferry

General advisory information can be obtained on 122.8 from a new unicom installed at the Silos Campground adjacent to the Canyon Ferry Airport.

Lois and George Lambert's store provides fishing supplies, groceries, and camping spots (vehicle). The Silos Restaurant, located about one-half mile from the campground will give rides to and from the airport.

are planning to fly over the airport for a wind check, it is recommended that you be well above the established traffic pattern altitude and then enter the pattern from a

distance rather than descend into the pattern. Descending in a traffic pattern can be very dangerous because of the lack of visibility below.



HERE AND TH'AIR

FAA Testing New Weather Radar. The FAA has installed an experimental weather radar system at Huntsville, Alabama, to study low-level wind shear, "microbursts," and other hazardous weather conditions. The goal is to perfect a radar system that will reliably display airport wind shear conditions for air traffic controllers. Wind shear, a sudden change in wind speed and direction often caused by thunderstorms, can imperil aircraft causing them to lose lift at low altitudes during critical periods of landings and takeoffs. A microburst, the most dangerous form of wind shear, is a violent downward rush of air that flattens out when it hits the ground and spreads in all directions. In these conditions, aircraft first encounter a head wind that causes extra lift, and then a tail wind that causes a sharp loss of lift that can cause it to lose flying speed. The tests will be conducted by the Massachusetts Institute of Technology's Lincoln Laboratory using two Doppler weather radars, a system of 30 automatic weather stations, and an instrumented aircraft for airborne data collection. Doppler radar has the capability to "see" inside storms and measure both rainfall intensity and the speed of winds moving toward or away from the antenna.

site. By combining the wind information from the two radars in the test program, it will be possible to obtain complete three-dimensional information on the wind field within a storm. Test results will be used in the design of a terminal Doppler radar system that FAA plans to install at major airports starting in 1989.

FAA Hotline Operational in Northwest Mountain Region. The FAA has completed installation and testing of a toll-free Consumer Hotline in its Northwest Mountain Region.

Callers through the hotline can get information or register complaints on such matters as child safety seats, airport security procedures and carry on baggage, or FAA services such as examinations, aircraft certification, and facility operations.

Individuals calling the FAA Consumer Hotline may expect a return call from an appropriate FAA official. The hotline cannot respond to consumer complaints concerning airline service problems such as smoking sections, lost luggage, flight cancellations, or ticket refunds. Such issues should be taken to the individual airline's consumer affairs or customer relations offices.

Number for the FAA Consumer Hotline is 1-800-FAA-SURE.

SYSTEM PLAN UPDATE NEEDS VOLUNTEERS

By: David C. Kneedler, Chief
Airport/Airways Bureau

This is to update you on the status of our efforts to undertake an update of the Montana State Aviation System Plan.

We are still negotiating with the Federal Aviation Administration on the details of an exact workscope - which work elements are eligible or ineligible, etc. We do feel, however, that we are very close to an agreement with the FAA and hope to be underway with this project sometime in the latter part of August. As mentioned in our April issue of Montana and the Sky, the total project will be a 12-month effort with major portions of it necessary to be completed by the end of November. Thus, as

you can see, we are already "behind the power curve."

In anticipation of commencing work, we are in the process of putting together the technical advisory committee which will be keeping the study effort on the right track and reviewing work element results as they are completed. While we recognize that too large a committee can be somewhat cumbersome, we do want a good cross section of representation and the most competent people available.

To this end, we are soliciting volunteers who would be willing to take the time to serve on this committee and assist us in this undertaking. We anticipate a minimum of five committee meetings spread equally

throughout the 12-month period, most of which would probably be held in Helena. Additional time would be spent "at home" reviewing preliminary material submitted by the consultant.

Although service on the committee would be somewhat of a sacrifice, we believe that it would also be a substantial challenge with the ultimate reward of personal involvement in a meaningful and workable system plan. We need your help and look forward to working with those who feel they can dedicate their time and talents to serve on this committee.

2,500 copies of this public document were published at an estimated cost of \$.29 per copy for a total cost of \$718.40, which includes \$543.40 for printing and \$175 for distribution.

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